

The existing 60-foot wide right-of-way for North Stonestreet Avenue will need to be expanded to accommodate the new cross-section of the roadway. The roadway will include a landscaped median with a minimum width of eight to ten feet, one travelway in each direction, on-street parking spaces on both sides of the street, and a wide pedestrian zone of approximately 20 feet, including street tree planting areas and pedestrian walkways. This will necessitate a right-of-way width of approximately 85 feet.

At the north end, a smaller-scale traffic circle should be constructed between Howard Avenue and Lincoln Avenue to clearly delineate the end of the mixed-use area and the beginning of the residential neighborhood. The circle also has the function of providing an easy turnaround for the proposed shuttle to run along the Stonestreet corridor.

South Stonestreet Avenue is currently a four-lane undivided roadway with a 65-foot right-of-way. It may be possible and desirable to upgrade the cross-section to include a landscaped median and 20-foot wide sidewalks, particularly on the Metro station side. Any upgrades to South Stonestreet Avenue should preserve the existing mature trees along the Metro station frontage. A traffic circle at the intersection of Baltimore Road and South Stonestreet Avenue may also be desirable to funnel Metro-bound traffic into the station and away from residential streets.

**Responsibility:** This project should be implemented primarily by the City of Rockville in acquiring property for the rights-of-way. However, the City could potentially partner with others, including but not limited to, private developers for the redevelopment of the residual land into the type of structures that are desired.

## 2. Pedestrian Promenade Extensions

### a. Metro Site Extension

**Priority:** within 5 years; tied to redevelopment of the Metro station

**Project Description:** The extension of the pedestrian promenade originating in the Town Center is a key public improvement recommended by the Plan. As recommended in the *Town Center Master Plan*, the promenade will function as an efficient pedestrian link between the station and Town Center. It would connect to the Metro platform at a level above the tracks, and would transition down to the existing promenade between 255 Rockville Pike and 51 Monroe Street in Town Center via a series of grade changes in the form of a public plaza. On the East Rockville side of the Metro station, the grade changes would have to be accomplished via a stair and elevator tower, which could become a key architectural element on the East Rockville side of the station. This could be a